

YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

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December 2004

Issue #9

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November 27, 2004



Just a standard Winter Day for BESC in Arlington!

New Distance Record

From the New Zealand Newswire

Christchurch gliding ace Terry Delore and American multi-millionaire adventurer Steve Fossett have broken the world outright straight-line soaring distance record with an epic flight of 15 hours and 42 minutes along the Andes mountain range in Argentina.

Fossett (the only person to have completed a solo circumnavigation of the planet in a balloon) and Delore landed their ASH-25 two-seater sailplane north of Mendoza late on Sunday night after covering 2190 km. This added 16.5 km to the record set last year by Germany's Klaus Ohlmann, also in Argentina.

Delore and Fossett, who set a world triangle distance record of 1508.42km in Argentina last year, began their record flight at Calafate, about 600km north of Cape Horn. The gliding partners, assisted by a crew of New Zealand pilots, also broke the world declared straight-line distance record on the same flight with a new mark of 2128km. Delore and Fossett have been in Argentina for about a month waiting for suitable conditions, and expect to stay there until the end of December. They are now repositioning themselves at Chos Malal for an attempt on the world

1000km speed record of 169.72kmh. They already hold the world 500km, 750km and 1500km speed records.

(Wow, imagine soaring from EPH to Oklahoma City, or El Paso, TX)

Safety

Glider Tie-Down

Even though this is not a "Person Safety" issue, I am putting this under the Safety Category, because this addresses safety for our flying resources.

While checking on our gliders at Arlington, I conclude that, for the safety of our gliders, we really need to do a better job on tie down.

Here are some suggestions:

1. Please use the carabiners to hook into the glider hard-points. The chance of an open hook accidentally unhooking is just too high. (The old hooks are there because they are sewn in, and they do a decent load transfer into the webbing)
2. If you move to a new tiedown location, an unsecured open hook on the ground tackle must be U-bolted into the wire. Given enough slack, the open hook will unhook for sure. That is Murphy's Law.
3. You may not and shall not tie anything to the wing-roller outriggers on the 1-26 and the 1-34. If that out-

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rigger were stressed during a storm, it will just rip out of the wing because of the long lever arm.

4. I believe each wing on a glider should have one main tie and one backup tie to the ground. That way we need 2 Murphy's before our luck runs out.
5. On the canopy covers: On the 1-26 and the 1-34 if possible, thread the cover retainer shock-cord thru above the skid. Otherwise please remove the canopy cover before moving the glider. We have already cut the 1-26 rubber retainer with the skid.

Also: If the material to achieve a safe tiedown is not available right there, you should make it your responsibility to obtain it. Please let us not have a glider blow-away during the next storm.

And finally: If you visit the airport, please take the time and inspect each tie-down for the safety of the glider. Fix them if needed. This is much less effort than having to replace or repair a whole glider.

FAA TO DISCONTINUE PRINTED SAFETY INFORMATION

Budget concerns have prompted the FAA's Aviation Safety Program to phase out the practice of sending printed safety meeting announcements to pilots via U.S. mail. Instead of the paper notices, all information eventually will be delivered via e-mail and posted on the (<http://www.faa.gov>). Kathleen O'Brien, safety program manager for the Long Beach, California, Flight Standards District Office, said printing costs for the program's paper newsletter jumped 100 percent between July and August 2004. Pilots are urged to register an e-mail address at the Web site, where they can pick and choose notification services for safety seminars and other events. You do not need to register to search the events database. The FAA says it will not share its database of e-mail addresses with anyone.

BESC Newsbytes

BESC Elections

The BESC elections were held last month. A total of 33 ballot were returned and manually counted. Here is the slate of officers which have been elected:

President: Michael Moore
Vice President: Keith Purves
Secretary: Tony Puglisi

Kudos to all three of them. All of us now need to circle around them and offer them all of our help.

New Bookkeeper

Give a loud applause to Neil Householder. He has taken the onerous job of being the BESC Bookkeeper from David Owen who has done this job for a long time. And thanks to Dave.

Golf Cart Manager

David Owen thought he could get away and relax for a while in this club of active members. But no such luck! Look at the story which speedy and nimble Marty Gibbins wrote:

We experienced an incident with the golf cart last Sunday, 11/23/04. The cart was parked next to 265BA and the passenger seat was piled high with cushions. As I lifted a glider battery from the floor board, the cushions fell on the auto-start gas pedal and the cart took off by itself.

Fortunately, I can run faster than the cart can roll and I turned off the ignition after about 7 seconds and 20 yards of excitement. The only damage was to our day-clipboard, which was crushed under a wheel. It could have been worse.

So we always must turn the key to the off position and apply the brake when ever it is parked. Also, if we had a larger basket in the back we could carry all the cushions there, etc., etc. We need to apply some placards for "preflight" checks and safe op-

eration. A cart manager would also help keep this most useful of devices always full of gas and ready to run.

Dave took this story to heart (Maybe someone twisted his arm!?!), and stepped up to the plate and took the job of Golf Cart Manager. So give Dave whole load of thanks, and heed his instruction as they come out.

New Web Master

Not only has Dan Teifke taken up the task of Flight Log Keeper; he also built those nice calendars for us. And he has also volunteered to be our new Web Master. So search for all the information you think we ought to have on the web, and recommend Dan to put it on the web.

Annual Season for our Equipment

It is the Season to be jolly and to think about the annuals which are due in the month of February. The Glider Managers ought to have a plan on when and how they will present their aircraft to the Inspector. If we play our cards right we can get Mr. Jay Todd to do the inspection for us. But we must do all the work of opening all accesses, cleaning, lubing, and any required maintenance. So, think about it, get on the schedule with Jay and collect volunteer helpers to get the work done.

NO NASCAR Track

It looks like a NASCAR track won't be coming to Arlington after all. According to the latest news, Snohomish County and Marysville have withdrawn from negotiations on a proposed NASCAR speedway because of concerns about the potential costs to taxpayers.

County Executive Aaron Reardon and Marysville Mayor Dennis Kendall said in a letter sent to International Speedway Corporation: "As public officials, our foremost obligation must be to the citizens of Snohomish County, Marysville and Washington state," ... "... we cannot proceed without guarantees that would shield taxpayers from

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any potential financial risk associated with the facility's construction and operation."

But: here is another quote: This is directly from the Seattle Times: ... And Reardon said he wasn't absolutely certain the corporation was truly finished considering a track site in Snohomish County. ISC could be posturing, he said: "I've been in politics long enough to know that you never say never."

I think we need to continue to be vigilant and make sure someone doesn't try to bring this back.

Glider Expo

Our annual Glider Expo will be at the Museum of Flight on the W/E of March 19. It will be a normal set-up on

Friday afternoon/evening and a take-apart Sunday at 5pm. Put it on your Calendar and participate.

National Glider Championships in Ephrata

The National Open Glider Championship & the Region-8 Contest will be held in Ephrata from June 28 to July 7. Raylene and Jay Todd are the Contest Managers. Even if you don't fly, participation in a national-level contest is great fun, gets you to meet up close and personal with the movers of our sport, and you will be able to at least listen in on all the tall tales.

So, please mark several days on your calendars somewhere along June 26 to July 7, email or call Raylene or Jay and tell them you want to be a part of the contest. They will need all the help they can get. And you won't regret it.

Round-the-Word Solo Flight

From <http://www.aopa.org/members/index.cfm>

Steve Fossett's attempt to make the first nonstop solo flight around the world in a jet will start from Salina, Kansas, in January according to flight sponsor Virgin Atlantic Airways. Mission control will also be in Salina at the Kansas State University College of Technology and Aviation, located adjacent to the Salina Municipal Airport. A key factor in the decision was Salina's 12,300-foot runway, most of which will be needed for takeoff by the heavily fueled 22,000-pound GlobalFlyer that was designed for the attempt by Burt Rutan's Scaled Composites in Mojave, California. Another factor was the airport's inland location in case Fossett runs out of fuel during the last leg. A single Williams turbofan engine powers the jet at a cruise speed of 250 knots at 45,000 feet. It must fly at least 19,864 nautical miles to achieve a world record. The flight is expected to take less than 80 hours

Season's Greetings to all YAWSTRING Readers



Here is a Sleigh full of Wishes for all BESCers.

May the towplane always be 200 feet in front of you

May the wind always strike you from below.

May your flights be long and far-a-field.

And may your landings be soft and occur at a time selected by you.

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Our Airplane Fleet Status

Check BESC Fleet Status on the BESC Web at <http://www.boeingsoaring.com/fleet.html> for details.

Aircraft	Current Location	Maintenance Manager	Next Annual Due
Pawnee N6917Z	Arlington	Pierre Parent	Next annual – Feb 2005
Ready to tow			
Super Cub N7474D	Arlington	Mike Moore	Next annual – Feb 2005
Ready to tow			
Schweizer 1-26 N7742S	Arlington	Heinz Gehlhaar	Next annual – Feb2005
On the ramp and ready to fly.			
Schweizer 1-34 N7644	Arlington	Gene Albee	Next annual – Feb2005
The 1-34 is rigged on the ramp.			
Blanik L23 N264BA	Arlington	Bruce Byrnett	Next annual – Feb2005
On the ramp ready to fly.			
Blanik L23 N265BA	Arlington	David Marshall	Next annual – Feb2005
On the ramp ready to fly..			
L33 Solo N355BA	Arlington	Craig Funston	Next annual – Feb2005
In trailer, available for use.			
Astir N141SS (X3)	Keith's House	Keith Purves	Next annual – Feb2005
In trailer (Keith is doing some cleanup) and available for use. Make appointment w/ Keith for use.			
Parachute Status	Arlington	Michael Clarke	All 3 repacked in Nov.

Last updated Dec 11, 2004.

Training

CFIG Scholarship Program

BESC is continuing the offer of a CFIG Scholarship Program. To qualify for application to the Scholarship Program, you must

1. have been a member of BESC for 1 year or more, and
2. have a Glider commercial rating.

Once approved for the program, you will qualify for reimbursement after you have passed:

3. the Fundamentals of Instruction knowledge test;
4. the CFIG knowledge test; and
5. the CFIG practical test.

You will then be reimbursed, up to a combined total limit of \$500, for your CFIG Knowledge and Practical Test fees, and BESC glider and tow fees incurred during the pursuit of the CFIG rating. In return, you are obligating yourself to be the flight instructor on the field for a minimum of 12 days over the next two years. Eligible members may apply to our Vice President Michael Moore. The BESC Executive Board will award the scholarship.

Parachute Egress

Dan Tarasievich writes:

Para-Phernalia is going to do our annual Emergency Parachute Egress talk on March 19 2005, from 10:00 – 12:00 at the Boys & Girls Club in Arlington WA (across the street from the airport.) The program is free to all pilots and we would be honored to see a bunch from BESC attending.

Featured speaker is Allen Silver and Para-Phernalia, Inc will be supplying FREE coffee and doughnuts.

This has been a well-attended program for the past 5 years. This year the talk will be an FAA WINGS qualified program!

I hope to see you there.

Para-Phernalia, Inc can be reached at 360-435-7220, Mon – Thur 07:00 – 17:30 PST (GMT -8) or email Dan at dant@pstbbs.com

If you have not heard Allen Silva, be ready for a treat! –Ed.

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BESC Board

Here is the outgoing Board for the last 2 years. These folks spend a lot of their time to keep us all flying.

Now is your opportunity to participate in this effort by offering your help to our Officers-elect:

Mike Moore-President,

Keith Purves-Vice President

Tony Puglisi-Secretary

Step up and take some of the other Officer Slots. Surely, there is an area of the Club which you can handle better.

Please come forward. The Club can use all the help we can get.

Officers:

Office	Name	Phone	Mail	E-mail
President	Jay Todd	W (206)-662-7624 H (253)-847-0377	20-73	james.todd@alteontraining.com
Vice President	Mike Moore	H (206)-790-7949	--	mmore@attglobal.net
Secretary	Gene Albee	H (253)-350-9793	--	phlyre@comcast.net
Treasurer	Martin Gibbins Assistant needed	W (206)-655-2727 H (425)-644-4696	4E-11	martin.n.gibbins@boeing.com
C.F.&S.O.	Ron Bellamy	W (425)-338-5175 H (425)-827-8672	--	ronbellamy@msn.com
Operations	Keith Purves	W (206)-205-8554 H (425)-255-7452		purvesk@quixnet.net
Pawnee Manager	Pierre Parent	H (360)-653-2613	--	pierrejparent@earthlink.net
Super Cub Manager	Mike Moore	H (206)-790-7949	--	mmore@attglobal.net
Golf Cart Manager	David Owen	H (360)-654-0462		mylodao@yahoo.com

Sailplane Managers

Glider	Name	Phone	E-mail
N7742S, 1-26	Heinz Gehlhaar	H (206)-932-5428	heinz@foxinternet.net
N7644 (1-34)	Gene Albee	H (253)-350-9793	phlyre@comcast.net
N355BA (L-33)	Craig Funston	H (360)-671-8913	cfunston@geigerengineers.com
N264BA (L-23)	Bruce Byrnett	H (425)-222-6895	byrnett@yahoo.com
N265BA (L-23)	David Marshall	H (206)-406-8046	david.s.marshall@boeing.com
N141SS (Astir)	Keith Purves	W (206)-205-8554 H (425)-255-7452	purvesk@quixnet.net

Non-Officers:

Office	Name	Phone	Mail	E-mail
New Bookkeeper	Neil Householder, Ast	H (425)-382-5435		householderneilf@qwest.net
Flight Log Keeper	Dan Teifke	W (425)-201-2022 H (425)-483-9347		treehouse@teifke.net
Newsletter	Heinz Gehlhaar	H (206)-932-5428		heinz@foxinternet.net
Webmaster	Dan Teifke	W (425)-201-2022 H (425)-483-9347		treehouse@teifke.net
Librarian	Tony Puglisi	W (425)-342-0501 H (206)-367-6980	03-RE	tonypam@comcast.net

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Instructors & Tow Pilots

BESC Instructors

This is a list of our Instructors. When you fly with them, worry about their well-being; like getting a break, getting something to drink and getting lunch. If it were not for the CFGs almost none of us would be flying.

Steve Baker
Ron Bellamy
Rich Blow

Chuck Flora
Al Gregg
Skip Gregorie
John Hope

Stan Kasprzyk @
Kapi Parks
Dave Reusch

@ Denotes SSA Instructor

Thanks a lot to all those CFGs who sign-up weekend after weekend. The students do appreciate your time and effort.

BESC Tow Pilots

Remember the last time when soaring was grounded until a tow pilot could be found to replace the one who did not sign up or forgot to show up? Then you really find out how much our tow pilots mean to us!

While they do love and live to fly, we subject them to long hours in often not too nice conditions, and we grumble when they take a break to take on fuel, food and to exchange liquids. Because our tow pilot pay schedule is quite low (very close to zero, I'd say) we BESC members surely want the below-named folks to know that we have high regard for your skill and your contribution to BESC. May you always be 200 feet ahead of us!

TOW Pilots

Allan, Bill
Banford, Don**
Bellamy, Ron+
Blow, Rich+
Chism, Linda
Flora, Chuck**

Funston, Nelson
Hope, John**
Johnson, Eric+
Kasprowicz, Krzys
Koehn, Mike
McNeil, Jim

Moore, Michael+
Niedermeyer, Carl+ **
Northcraft, Steve**
Parent, Pierre**
Todd, Jay

+ Denotes Commercial Power Rating, ** Denotes BECS Check Pilot

Note: The slow Editor just became aware that Rich Blow has been added to this list of illustrious tow pilots. Thanks for volunteering to take "the guff from the check pilots" and for satisfying them. Also, Linda Chism has re-joined.

YAWSTRING Masthead

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Newsletter of the **Boeing Employees Soaring Club**

Available at <http://www.boeingsoaring.com/yaw.html>

Newsletter editing and layout: Heinz Gehlhaar, heinz@foxinternet.net

PDF formatters: Brent Stillings and Jim Mc Neill

The newsletter is published whenever the editor gets "a round tuit". Serious attempts are being made to publish it once a month. Usually it gets out sometimes in the middle of the month. Please send round tuits!

Also, **Please Please** send me any errors you see in the Newsletter. Call me at 206-932-5428.

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BESC Schedule

December 2004						
Sunday	Monday	Tuesday	Wed	Thur	Fri	Saturday
12 Field Mgr - OPEN Instructor - OPEN Tow Pilot - P. Parent	13	14	15	16	17	18 Field Mgr - OPEN Instructor - Weller Tow Pilot - Chism
19 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - P. Parent	20	21	22	23	24	25 Christmas Day No Flying Scheduled
26 Field Mgr - Wyman Instructor - Flora Tow Pilot - Koehn	27 Rich Blow available for tow or instruction Contact Rich for arrangements	28 Rich Blow available for tow or instruction Contact Rich for arrangements	29	30	31	

January 2005						
Sunday	Mon	Tue	Wed	Thur	Fri	Saturday
						1 New Years Day No Flying Scheduled
2 Field Mgr - OPEN Instructor - Baker Tow Pilot - Kasprovicz	3	4	5	6	7	8 Board Meeting, 8:30, Renton Field, BEFA Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
9 Field Mgr - OPEN Instructor - OPEN Tow Pilot - OPEN	10	11	12	13	14	15 Field Mgr - OPEN Instructor - Weller Tow Pilot - Chism
16 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - P. Parent	17	18	19	20	21	22 Field Mgr - W. Morre Instructor - Reusch Tow Pilot - M. Moore
23 Field Mgr - L. Wyman Instructor - Flora Tow Pilot - Koehn	24	25	26	27	28	29 Field Mgr - OPEN Instructor - Weller Tow Pilot - Flora
30 Field Mgr - OPEN Instructor - Weller Tow Pilot - Chism	31					

Do you see all the **OPEN** boxes? Please contact Michael Moore and tell him that you would like to see your name in one of those boxes. For updated schedules see the website.

Access to the *ScheduleMaster* is still available via <http://my.schedulemaster.com> or dialing 1-800-414-6114.

For questions or to request access, please contact [Jay Todd](#), BESC President, (H) (253) 847-0377.

Concise rules for *Schedule Master* will be updated once we find out how this system along with Operations Team Concept works for us.

For questions or suggestions regarding the schedule or the use of *Schedule Master*, please contact [Michael Moore](#), BESC Vice-President, (H) (425) 235-1610

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Instructions for Field Managers:

Field managers have the following duties and responsibilities.

- Show up on time at the start of operations (9:30 am at the latest). Please obtain your own substitute if unable to support the schedule.
- Coordinate with the towpilot and instructor to determine details of operations for the day.
- Start and maintain the Flight Operations List, track aircraft, times, etc.
- Ensure all paper work is in order, especially waivers for trial membership flights.
- Ensure trial members pay in advance prior to launching.
- Crack the whip if necessary, to have the glider ready to launch when the towplane arrives.
- Keep vigilance on the changing conditions and ensure safe operations are being practiced.
- Ensure the gliders are properly tied down and secured at the end of the flying day. (This means simply double check the gliders after they have been secured. Check for flight control locks, proper tie down practice, etc.)
- Ensure the hangar lights are turned off and the hangar is secured.
- Ensure all combination locks are hangar are reset to 0-0-0-0.
- Using the stack of addressed, postage paid envelopes available in our hanger at Arlington (on top of the fil-

ing cabinet and well marked), mail the Flight Operations List and the Tow Cards (from the Towpilots) to:

Dan Teifke
17110 105th Ave NE
Bothell, WA 98011

- Report any incidents, accidents or unsafe activity to a board member as soon as practicable.
- Notify the next-scheduled towpilot and instructor & Field Manager, the Maintenance Manager and other relevant person(s) of issues which affect the operations of the following day or weekend; e.g. the towplane suffers a mechanical breakdown, or some glider is not flyable.
- You may use the email facility of the Schedule System to quickly notify everyone. Click on *FORUM*, and then on *Start a new Thread*. Type a *Title* and the text and click on *POST* at the bottom. It's really simple: just follow the directions on the screen.

Operations Reminder to everyone:

- 1) If you have made reservations on the Scheduling System, and plan not to be there, you **must** update your entry in the Scheduling System. Otherwise you will be charged for the use of the glider. **You must also call** the folks you asked to come and support your flight.
- 2) Look at the **On-Line Schedule System** for revisions and updates to the schedule.

For Sale / Want to buy

Members can post ads here. Send them to Heinz

Seen on the Internet in rec.aviation.soaring: For sale: -Boli compass for cloud flying...works well as an attitude indicator if matched with testosterone excretions in excess of normal range.

Wanted

The editor is looking for "round tuits".
No "round tuits" means no *YAWSTRING*.
